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Amendments to the Specification:

Please replace paragraph [0038] with the following amended paragraph:

[0038] The spring beam 20 further comprises at another end thereof another cylindrical-shaped end portion 58 that terminates in a clamping flange 60. The second cylindrical-shaped [[en]] ~~end~~ portion 58 defines an axle seat 62 with an opening 63 that is sized slightly smaller than the diameter of axle 16 in its relaxed state. Typically, the clamping flange 60 is spaced from the central portion of the spring beam 20 through a spacer block 70 during the unassembled state so that the axle 16 can be slid into the axle seat 62 without frictional resistance from the axle seat.

Please replace paragraph [0041] with the following amended paragraph:

[0041] For example, as the wheel encounters a bump in the road surface, the wheel will transfer a corresponding lifting force to the axle, which will apply a moment to the axle about the axle center line having a magnitude equal to the product of the lifting force and the moment arm. Since the wheels are effectively held in contact with the ground under normal circumstances, the bump-induced moment tends to bend the axle in a vertical plane, placing the top of the axle in compression and the bottom of the axle in tension. The compressive and tensile forces can cause the axle to fatigue or fail if they are too great. The out board positioning of the axle centerline reduces the compressive and tensile forces by reducing the magnitude of the bump-induced moment by reducing the moment arm.

Please replace paragraph [0045] with the following amended paragraph:

[0045] When the [[axles]] axle is properly positioned within the axle seat of the spring beams 20, the spacer block 70 is removed. The mounting bracket 34 and brake bracket 40 are then positioned on the spring beams 20 and mounting bolts 72, 74 are inserted through aligned openings on the mounting bracket 34, brake mount 40, and spring beam 20. Nuts are then threaded onto the bolts to secure the mounting bracket 34 and brake mount 40 to the spring

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beam 20. As the nut for the mounting bolt 74 is [[tightened. The]] tightened, the mounting flange 60 is drawn tightly against the spring beam 20 to compress the axle within the axle seat 62 about essentially the entire circumference of the axle.

Please replace paragraph [0055] with the following amended paragraph:

BU
[0055] FIG. 7 illustrates a trailing arm assembly 112 comprising a trailing arm in the form of spring beam 120 comprising a cylindrical-shaped portion 154 at one end and another cylindrical shaped end portion 158 at another end. The cylindrical shaped portion 154 defines a bushing opening 156 that receives a bushed connector, like the bushed connector [[122]] 22, to rotatably mount the spring beam to a frame bracket. The second cylindrical-shaped end portion 158 defines an axle seat 162, with an opening 163 sized slightly smaller than the diameter of the axle 16 in its relaxed state.

Please replace paragraph [0056] with the following amended paragraph:

BU
[0056] A mounting bracket 134 comprises a top plate 135 and opposing side walls 137 and 138 extending from the top plate 135 to define a U-shaped channel 139 sized to receive the spring beam 120. A brake mount 140 extends laterally from the side wall 137. A gap 141 is formed between the upper edge of the brake mount 140 and the top wall 135. The gap 141 is sized such that the mounting bracket 134 can receive the cylindrical-shaped portion [[58]] 158 by slidable insertion into the gap.

Please replace paragraph [0057] with the following amended paragraph:

BU
[0057] A block 180 is welded to the cylindrical-shaped portion 158 and has a threaded opening 182, which receives a bolt 183 [[(FIG. 8)]] (FIG. 9) during the assembly of the axle 16 to the beam 120. A U-shaped strap 184 secures the mounting bracket 134 to the beam 120.

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Please replace paragraph [0060] with the following amended paragraph:

[0060] Referring to FIG. 8, the spring beam 120 is initially hot formed in the shape as shown in FIG. 8. After the hot forming of the spring beam 120, the block 180 is welded to the spring beam. Under preferred conditions, the spring beam 130 will have a temperature of approximately 1,200° F. The sub-assembly of the spring beam and the block is then heat treated after welding and subsequently shotpeened.